



- Commercial drivers **MUST** report any convictions of moving violations in a commercial motor vehicle to their home state of licensing and to their employer.
- Commercial drivers **MUST** notify their employer if their driver's license has been suspended, revoked, cancelled or if they are disqualified under the CMVSA/86.
- When applying for a new driving job, commercial driver's must provide an employment history of the prior ten years.
- An employer **MAY NOT ALLOW** an employee to operate a commercial motor vehicle if the employer knows the employee's driver license is suspended, revoked, cancelled, if the employee has been disqualified under the CMVSA/86 or if the employee has more than one driver's license (except in those cases where temporary exceptions are allowed.)



Longer disqualifications – Second violations of any of the above three violations can lead to a longer disqualification, up to a lifetime disqualification.

NOTE: These federal disqualifications are the minimum established by the CMVSA/86. It is possible that individual states may include violations that would disqualify and further penalize commercial motor vehicle drivers.

Chapter 1 - 3, SECTION II

Anyone who operates a motor vehicle with a weight rating over 26,000 lbs. which is exempt from the Commercial Motor Vehicle Safety Act must possess a Non-Commercial license of the proper class.

Classes of licenses are covered on page 4 of this manual.

EXEMPTIONS ARE:

FARM VEHICLES (controlled and operated by a farmer within 150 miles of the farm)

MILITARY (military personnel driving military machines)

FIRE FIGHTING EMERGENCY EQUIPMENT

There is a separate manual available for Commercial drivers. These may be obtained at your local driver's license examining stations.



SECTION II - CLASSIFIED LICENSES A and B

Chapter 1

Class A The Tractor-Trailer Driver's License Non-Commercial

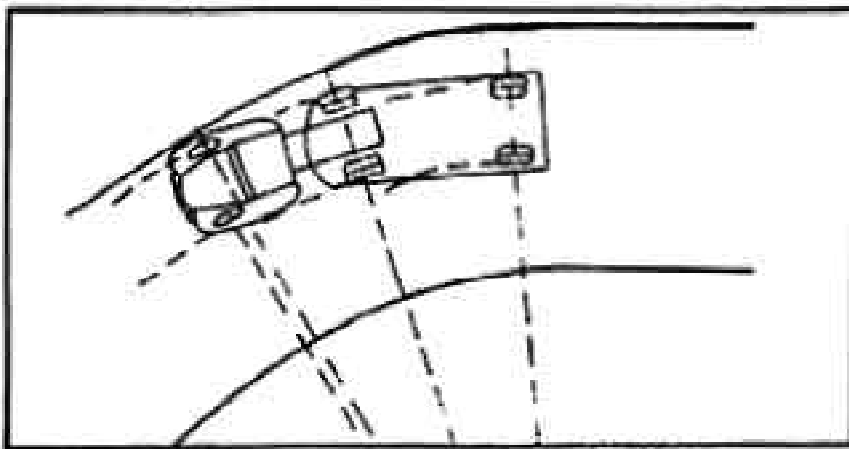
Failure to Qualify

If the applicant for a Class A license fails to qualify on the eye test, a license will not be issued.

- a. If the applicant passes the vision, knowledge and road signs tests, but fails to provide an affidavit (DS-36), they may be issued a Class A instructional permit for a 12 month period.
- b. If at the time of qualifying, an affidavit (DS-36) of driving skill is furnished, your Class A license will be provided.

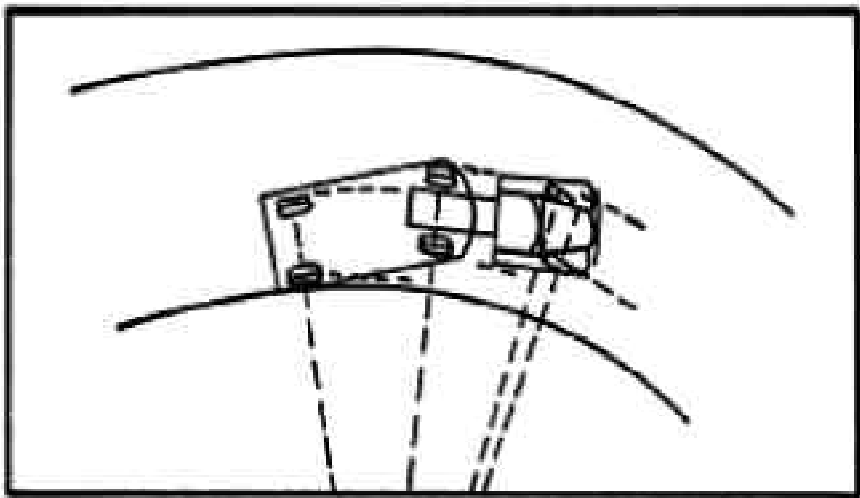
Curves

Curves must always be taken at a reduced speed consistent with the available sight distance, the sharpness of the curve and other prevailing road and traffic conditions. When rounding a curve, the rear of any vehicle follows a substantially shorter path than the front. This is true with any type of vehicle from a coaster-wagon to the largest tractor-semitrailer combination. In trucker's language, this is called "off-track." The greater the distance between the front and rear wheels and the sharper the turn, the greater the off-track. Thus, the path taken by the rear of the vehicle becomes almost as important as that taken by the front.



On a left curve, tractor must keep close to the outside shoulder.





On a right curve, tractor must keep close to center of road.

On the open highway, the driver must be trained to keep the front of the vehicle toward the center of the road on a right curve so that the rear will not travel off the pavement. On a left curve, the front of the vehicle must be held toward the outside of the curve so that the rear will not cut short into a lane of opposing traffic.

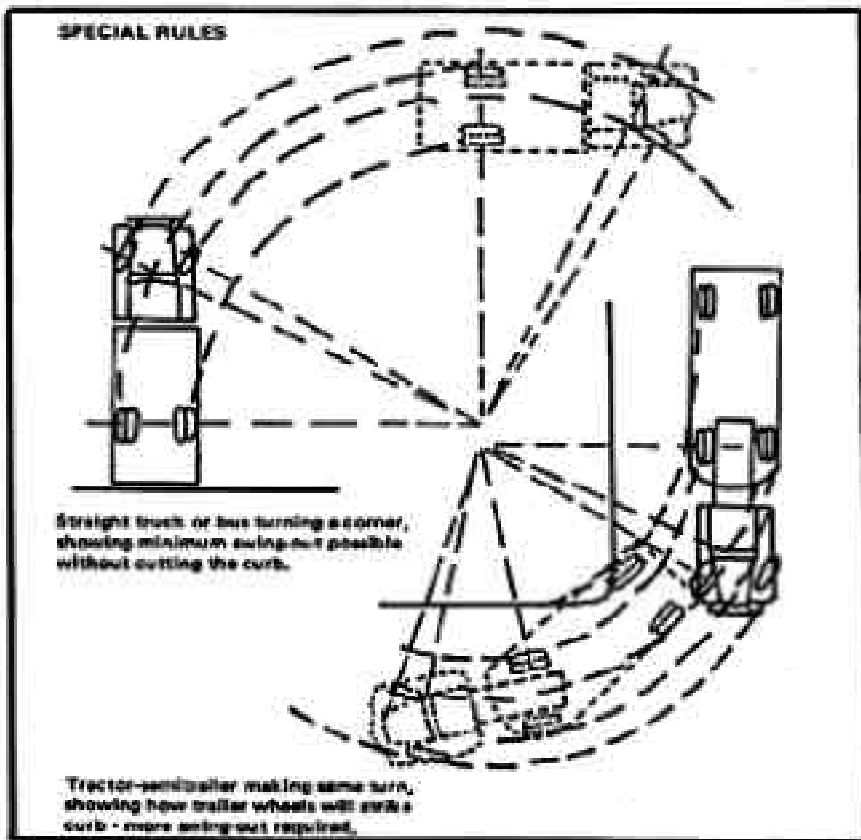
Turns

Turning a large vehicle requires more care and specialized knowledge than turning a passenger car. Operators of large vehicles have certain factors to bear in mind. You must be especially careful to watch the "off-track" of your back wheels. For a given turn of the steering wheel, the rear wheels follow a shorter path than the front wheels. Allow for this on all turns so that your vehicle does not strike another vehicle or object causing an accident.

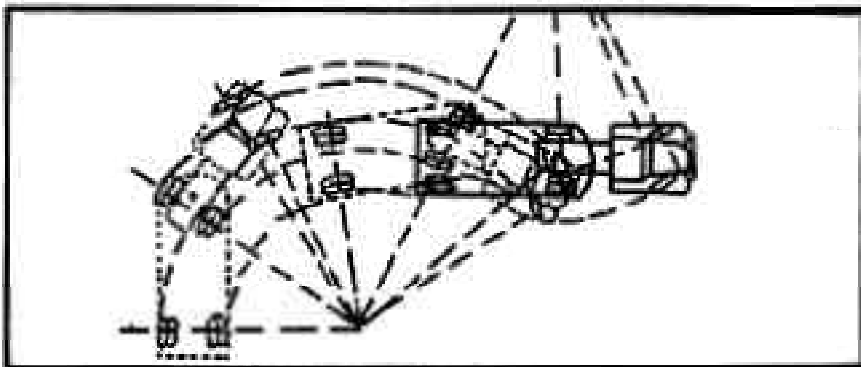
Be careful to avoid swinging wide when making a right turn. Otherwise, there is the danger that some other driver will try to pass on your right. It is safest to swing wide into the street you are entering as you make the turn. When the traffic light is green and you are waiting to make a left turn, move your tractor to the center of the intersection before making the turn so that the rear of the vehicle will follow a proper path without cutting too short.

Backing

The control of a single-unit truck while backing is the same as for a passenger car. The steering wheel is turned in the same direction in which it is desired to move the back end of the vehicle. In backing a tractor-trailer, the steering wheel must be turned in a direction opposite to that in which it is desired to move the rear of the trailer. When backing a vehicle, both rearview mirrors should be used.



A vehicle should be backed slowly because, even with two mirrors, vision is limited. There is always a “blind spot” to the rear which a mirror cannot reflect. When no observer is present, you should leave your “rig” and personally check the path it will take you when you back it up.



The tractor must follow an S-shaped course to bring the trailer around smoothly.



Loading and Unloading

1. Plan your route to keep backing at a minimum. Never back into traffic if you can avoid it as many commercial vehicle accidents occur when a vehicle is being backed.
2. Be sure to inspect your line of travel before backing by walking around your vehicle.
3. Even when a helper is directing you, you are responsible for safe backing. Be sure your helper is in a position where he has a clear view and where his signals can be seen and heard by you and other users of the highway.
4. When body doors must be opened prior to backing up to a dock, be sure they are properly fastened in position so that they will not swing or strike an object.
5. When spotting trucks or trailers at a platform, precautions should be taken to guard against rollaways. Always block the trailer wheels when leaving a trailer spotted alone.

Proper Brake Use

1. Brakes should be applied with steady pressure at the beginning of a stop and then eased off as the vehicle slows down. Just before the vehicle comes to a complete stop, brakes should be released to avoid jerk and rebound, and then applied again to hold vehicle while it is stopped.
2. Brakes should not be fanned (alternately applied and released) except on slippery pavement where this type of braking gives a shorter stop. Fanning brakes serves no useful purpose on dry pavement. This practice causes rapid overheating of the brakes and wastes air pressure. It can leave you without effective brakes when you need them most.
3. Great care must be taken to avoid excessive use of brakes on a long downgrade. Drivers should use engine compression as the principle means of controlling speed on long grades and in mountainous terrain. They should use the same gear in descending a long grade as they would in climbing it.
4. If the low-air pressure warning activates at any time, the driver must stop immediately in the safest available place and correct the loss of pressure before proceeding.
5. The trailer hand valve (trolley brake) has a limited purpose. It may be used as a hill-holder or to prevent jack-knifing. It is also used in testing a hookup, but it should not be used for any other purpose.
6. If your brakes should fail on a level road you should downshift and use engine compression to slow down your vehicle.



Parking

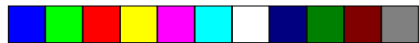
To insure that a unit will stay in position when parked, the following precautions must be observed to prevent a runaway vehicle.

1. Set parking brakes in power unit.
2. Place transmission in lowest forward gear or reverse.
3. If vehicle is equipped with two-speed axle, the axle must be in low range when the vehicle is parked.
4. If vehicle is equipped with auxiliary transmission, the transmission must be in low range when the vehicle is parked.
5. Block the unit.
5. Under no circumstances may a driver use the trailer hand valve to hold a parked unit.

Coupling and Uncoupling Tractor-Trailers

A. Coupling

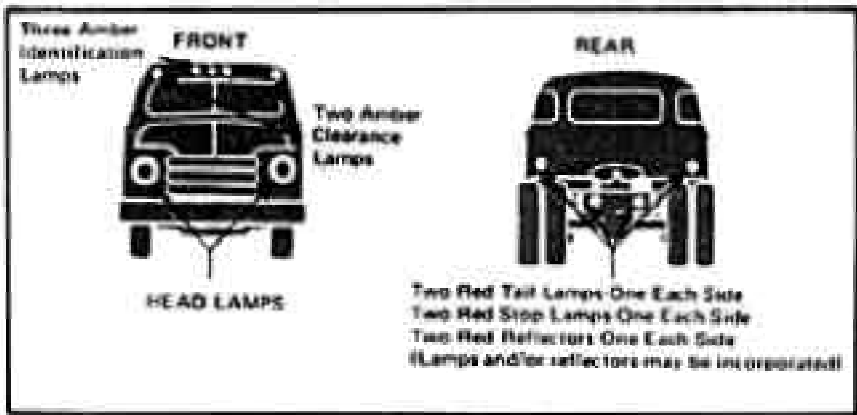
1. Back the tractor so that the 5th wheel opening is in a direct line with the trailer kingpin.
2. Back slowly and stop just before the 5th wheel makes contact with the trailer apron plate. Secure tractor.
3. Check to see if 5th wheel coupler is open. Check the height of 5th wheel with the trailer apron. If the trailer is too high or too low, make the proper adjustment by raising or lowering landing supports.
4. Connect air lines and electrical cord socket to trailer. Apply and release trailer brakes several times to determine if air is reaching trailer brakes. Air lines are connected incorrectly if the air is not escaping from the exhaust valve at the rear of the trailer.
5. Re-apply trailer brakes to lock trailer wheels. Back under trailer until 5th wheel coupler engages with the trailer kingpin, locking it automatically.
6. Check the coupling by gently pulling the tractor forward with the trailer brakes locked.
7. Secure the tractor and trailer and check under the trailer to see if the 5th wheel coupler is locked around the kingpin.
8. Raise landing wheels or supports.



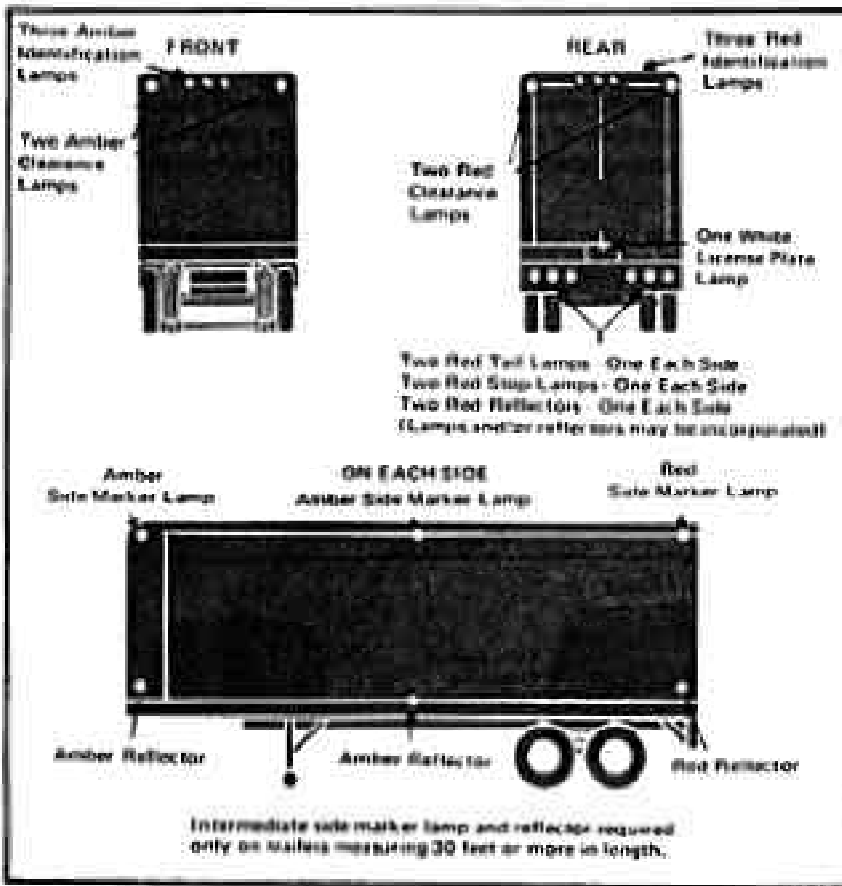
B. *Uncoupling*

- Line up tractor and trailer in straight line.
- Lower landing wheels and block the trailer wheels. Make sure landing wheels are lowered on solid level ground. Place planks or similar material under landing wheels if necessary to prevent them from sinking into soft ground.
- Uncouple brake hoses and light cords and make sure they are clear.
- Pull coupler release lever to disengage 5th wheel jaws from trailer kingpin.
- Pull out from under the trailer slowly to permit landing gear to take up the load gradually.

Lighting and Reflector Requirements For Tractor-Trailers



Note: *The clearance and identification lamp requirements apply only to common and contract carriers.*





Chapter 2

Class B – Non – Commercial

Failure to Qualify

If the applicant for a Class B license fails to qualify on the eye test, a license will not be issued.

- a. If the applicant passes vision, knowledge and road signs test, but fails to provide an affidavit (DS36), they may be issued a Class B instructional permit for a 12 month period.
- b. If, at the time of qualifying, an affidavit (DS36) of driving skill is furnished, a Class B license will be provided.

Safety Practices for Truck Drivers

1. A cautious driver approaches intersections with their foot resting on the brake pedal, ready to stop if necessary.
2. If intending to turn right, you must signal your intention for an adequate distance to alert all following or approaching motorists.
3. If intending to turn left on a one-way street, the driver pulls into the left lane as soon as practical. The driver must signal for an adequate distance to alert all motorists before making the turn.
4. On a two-way street, the driver places the truck so that the left wheels are to the right of the center of the road and must signal for an adequate distance to alert other motorists of the intention to turn.
5. If pulling into a loading zone, a truck driver approaches the curb at a speed which will allow a slow smooth stop. The driver angles the bus toward a corner after the rear door of the truck is beyond parked vehicles along the curb and applies brakes smoothly and steadily, instead of “fanning”.
6. Before starting, the driver makes certain the doors are closed. If at an intersection, the driver makes sure of a “go” signal, and that no pedestrian or vehicles are in the way. The driver does not attempt to pass a moving vehicle in or at an intersection. The driver also makes a smooth start and picks up speed gradually.
7. If the vehicle is moving straight ahead, the driver moves slowly and parallel with the curb until the vehicle is in the center of the intersection, constantly checking the vehicular and pedestrian traffic situation both ahead and to the rear.
8. If making a right turn, he checks to the rear, alongside, and straight ahead, and angles the truck at about a 30 degree angle toward the center of the street until the front end of the truck is about 10 feet from the curb. He begins the turning movement when the front wheels are past the curbline or objects which must be cleared. He turns the steering wheel evenly and checks with vehicles or other objects on the left. He gradually straightens out the truck. In turning and receiving the steering wheel he may use the “hand-over-hand” or the “push-pull” technique. Most experts recommend the latter.